

# I-405 Corridor Plan Selected

In November 2001, the I-405 Program's Executive Committee reached a landmark decision on a comprehensive plan to reduce traffic congestion and improve mobility, safety and the quality of life for communities in the I-405 corridor.

The I-405 Corridor Plan outlines a vision for transportation investments east of Lake Washington for the next 20 years. It provides a comprehensive

system of investments for all transportation users: cars, transit, freight, carpools and bicycle/pedestrians. The plan will:

- Reduce roadway traffic congestion;
- Fix key choke points that cause delays such as the I-405 interchanges at SR 167, I-90 and SR 520;
- Enhance environmental quality;
- Improve livability for communities within the corridor;
- Foster a vigorous state and regional economy; and
- Accommodate planned regional growth.

The decision is based on the findings of a Draft Environmental Impact Statement that fully analyzed the benefits and impacts of possible solutions, and comes after two years of extensive public input and consensus building among citizen volunteers, agencies and elected officials.

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***I-405 is the second  
most traveled corridor  
in Washington State  
carrying over 280,000  
people each day.***

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## **Community-Based Effort Guides Plan**

The I-405 Corridor Plan is a major step in the program's two-year effort to reach regional agreement on a comprehensive solution to the corridor's transportation problems. Three community-based committees provided direction, feedback and promoted regional consensus for the decision.

**I-405  
Program  
Update**



Washington State  
Department of Transportation

**I-405**  
CORRIDOR PROGRAM



# The I-405 Corridor: An Economic Engine at Risk

I-405 is the backbone of the Eastside's transportation network — a critical part of Washington's economy. It is the second-most-traveled corridor (over 150,000 vehicles a day) in the state next to Interstate 5 and the only continuous, north-south roadway capable of moving high volumes of people and goods in the area east of Lake Washington. A major center for Microsoft, Boeing, PACCAR and many other businesses, I-405's importance extends beyond Washington's borders, both nationally and internationally.

Communities and businesses in the corridor depend on I-405's network of roads and transit to meet their mobility needs. Extreme traffic congestion is eroding our region's ability to compete economically, impacting our economy and our ability to attract new business to the area. Without investing in solutions to fix I-405 our economy and communities will suffer.



*250,000 people will move into the I-405 corridor over the next twenty years — the equivalent of adding two more cities the size of Bellevue and seven employers the size of Microsoft.*



## More than a bypass

*Although originally built as a bypass of I-5 around Seattle in the 1960s, strong economic and population growth transformed the communities along I-405 into a major center for housing and jobs. As a result, I-405 evolved into a key transportation facility serving the communities and businesses throughout the Puget Sound region.*



## How Much Does the I-405 Corridor Plan Cost?

The I-405 Corridor Plan calls for a 20-year program of transit, roadway and environmental investments in the corridor. Preliminarily estimated to cost approximately \$7 billion (not adjusted for inflation), more planning and design work will be undertaken before a final cost estimate is determined for the I-405 Corridor Plan.

### What Happens Next?

The I-405 Corridor Plan is based on a regional partnership. Funding will be provided through many sources: federal, state, local and transit agencies will all contribute. Currently the Washington State Legislature is working on ways to provide funding for the I-405 Corridor Plan.

Work to implement the I-405 Corridor Plan could be undertaken simultaneously or on a phased basis, dependent on funding availability in the coming years. Next steps will include design engineering, detailed environmental review and permitting, obtaining necessary rights-of-way, construction, and purchase of transit buses and selection of transit routes.

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**Traffic congestion**

**currently costs**

**state residents**

**more than**

**\$2 billion a year.**

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# I-405 Program Commitment: Make the Environment Better Than it is Today

As the I-405 Corridor Plan moves forward, steps will be taken to avoid or reduce environmental and community impacts. Each part of the plan offers an unprecedented opportunity to fix existing environmental problems in the corridor, by improving fish passages, upgrading storm water facilities, and undertaking watershed and wetland enhancements.

Transportation investments also help contain urban sprawl by encouraging employment and residential growth to remain within the urban growth area, reducing pressure for development to occur in rural areas.



**Wetlands Enhancements and Restoration**  
Steps will be taken to improve or enhance degraded wetlands within the corridor.



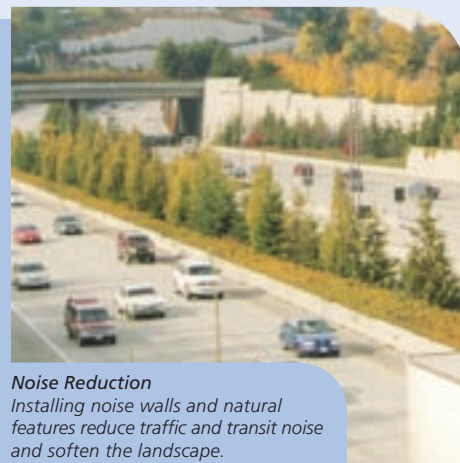
**Habitat Restoration**  
Streams and watershed improvements will enhance wildlife habitat, fish passage and water quality.



**Surface Water Enhancements**  
Renovating existing storm water facilities will improve the water quality for streams and rivers.



**Fish and Aquatic Habitat Improvements**  
Efforts will be taken to improve fish passage and habitat.



**Noise Reduction**  
Installing noise walls and natural features reduce traffic and transit noise and soften the landscape.



**Community Enhancements**  
Neighborhood enhancements, such as parks, will connect communities and improve the visual appeal of transportation investments.

# Would You Like More Information?

## Email us at:

i405@wsdot.wa.gov

## Submit written comments to:

WSDOT

c/o I-405 Program

401 2nd Avenue S., #300

Seattle, WA 98104-2887

## Check out the Program website:

[www.wsdot.wa.gov/I-405](http://www.wsdot.wa.gov/I-405)

## Schedule a Community

**Briefing:** Call 206-464-5878 to

arrange a project briefing by

Program staff for your community

group.

## I-405 Executive Committee Members

**Chair:** George Kargianis, *Washington State Transportation Commission* (Alt. Aubrey Davis)

**Vice-chair:** Rob McKenna, *Sound Transit Board and King County Council*

Connie Marshall, *Councilmember, City of Bellevue* (Alt. Grant Degginger)

Dick Paylor, *Councilmember, City of Bothell*

Joan McBride, *Councilmember, City of Kirkland* (Alt. Sants Contreras)

Sonny Putter, *Mayor, City of Newcastle*

Rosemarie Ives, *Mayor, City of Redmond*

Randy Corman, *Councilmember, City of Renton*

Steve Mullet, *Mayor, City of Tukwila* (Alt. Pam Carter)

Daniel Mathis, *Federal Highway Administration*

Ron Sims, *King County Executive* (Alt. Harold Taniguchi)

Bob Edwards, *Board President, Puget Sound Regional Council*

Barbara Cothorn, *Councilmember, Snohomish County*

Dave Somers, *Councilmember, Snohomish County*

Christopher Hurst, *Representative, WA State House of Representatives*

Cheryl Pflug, *Representative, WA State House of Representatives*

Jim Horn, *Senator, WA State Senate*

Margarita Prentice, *Senator, WA State Senate* (Alt. Julia Patterson)

John Okamoto, *NW Regional Administrator, WSDOT* (Alt. David Dye)

*Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting WSDOT-OUM, 206.464.5878, usually 2 weeks before meeting's date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1.800.833.6388, or Tele-Braille at 1.800.833.6385, or Voice at 1.800.833.6384, and ask to be connected to the event sponsor's phone number.*

### Title VI Notice to Public

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Seattle, WA 98104



# I-405 Corridor Plan

## Bottom Line:

- Reduces time stuck in traffic by over 13 million hours per year
- Produces travel time savings of \$569 million annually
- Accommodates an additional 110,000 trips per day in the corridor
- Decreases traffic accidents, saving \$42 million a year
- Creates 1,700 new vanpools; a 100% increase
- Increases transit service by 50%
- Builds 5,000 new Park & Ride spaces

### Roadway Improvements

Builds up to two new general traffic lanes in each direction on I-405 to speed people and goods movement throughout the region; adds High Occupant Vehicle (HOV) freeway-to-freeway ramps on all interchanges; completes arterial improvements planned by local cities.

- Reduces congestion for cars, transit, carpools and freight
- Improves connections to I-405 and key arterials, keeping traffic out of neighborhoods
- Fixes key choke points along I-405 that cause delays, such as SR 167, I-90 and SR 520 interchanges
- Accommodates anticipated traffic growth



### Transportation Demand Management (TDM)

TDM maximizes the capacity of a transportation system to move as many people as possible. The I-405 Corridor Plan calls for building one of the most comprehensive TDM programs in the country.

- Helps reduce vehicle trips by encouraging transit sharing and other travel options
- Supports transit oriented development in urban areas
- Expands vanpool program 100%
- Expands employer-based programs to reduce trips
- Increases funding for public awareness programs including traveler information systems, trip planning assistance, etc.



### Freight Improvements

Nearly two times the amount of goods (in tons) flow through I-405 than are shipped through the Port of Seattle. Under the I-405 Corridor Plan, freight movement and operations are enhanced throughout the corridor.



- New interchanges are designed to handle heavy truck flows
- Intelligent transportation systems provide real-time travel information
- Remote parking areas reduce truck flows during peak traffic hours, freeing up capacity

### Managed Lanes

The concept of managing up to two general traffic lanes on I-405 will be studied to maintain a free flow of traffic throughout the corridor. Managed lanes operate by controlling access or placing restrictions on lane uses, similar to the express lanes currently in operation on I-5 in Seattle.



### Transit

#### Bus Rapid Transit (BRT)

BRT is a high capacity transit system designed to connect urban centers throughout the corridor. Examples of BRT include exclusive bus expressways and special transit centers designed to save time. BRT is supported by increased local transit service to connect neighborhoods with transit centers.



- Increases transit service
- Adds up to eight new BRT stations and nine transit centers supported by increased local transit service
- Connects urban employment, residential and retail centers
- Builds new Park & Ride spaces

#### Central Eastside Transit

The central area east of Lake Washington (Bellevue, Kirkland and Redmond) has the highest concentration of residents and employers. The I-405 Corridor Plan calls for more detailed examination of high capacity transit options across Lake Washington and within the central eastside area.



### Pedestrian and Bicycle Trails

Non-motorized improvements are included throughout the corridor to provide safe crossings of I-405 and key regional trail links.

- Connects neighborhoods by building eight new pedestrian/bicycle crossings over I-405
- Creates seamless pedestrian/bicycle routes by completing 10 missing connections between existing trails



### SR 167/I-405 Interchange

The SR 167/I-405 interchange will be completely reconstructed with flyover ramps connecting the major traffic movements between I-405 and SR 167. The plan adds up to two general traffic lanes in each direction on SR 167 towards Kent.

- Solves I-405's worst traffic bottleneck; traffic congestion currently lasts 12 hours per day in Renton
- Improvements will speed freight movement on one of the region's primary freight corridors
- Includes HOV connections to help transit and carpools

